

SHALL WE BE CITY FLATS OR PRETTY HOUSES IN SUBURBS?

Time Is Near for Great Conflict Between Rival Types of Homes.

SUBWAY TO RESCUE

In New Rapid Transit Zone of 200,000 Acres, Every Family Can Have Private Dwelling.

New Yorkers will not be forced to live in flats after 1910. There will be room for everybody in private dwellings not more than half an hour from Manhattan business centres. The time is drawing near for a great conflict between city flats and cozy cottages in the suburbs.

Flats ought to grow unpopular after New Yorkers have learned the pleasures of suburban dwellings within quick transit time of Manhattan. It is believed there will be a sensational exodus from Manhattan flats as soon as the new rapid transit subways are in complete operation.

Many thousands of persons, nevertheless, will always dwell in flats. All cannot live in the best houses. All cannot have the most comfortable homes.

Masses of workers must be within a few minutes' walk of their places of daily toil. Other masses for other reasons want to live in congested residential districts close to Manhattan's business centres.

But the future millions of New Yorkers will be able to throw off the crowded atmosphere of business as soon as they can get away through the rapid transit subways from the noisy never-ending island of Manhattan. They will centre their lives in pretty family dwellings, surrounded by lawns, gardens, trees and other well-kept houses. They will leave the nerve-racking stress and strain of Manhattan for a night of peaceful rest in suburban homes.

In the morning they will be ready to plunge into the business maelstrom of the metropolis.

Such is the inspiring outlook for New Yorkers who live now in small, dark, crowded flats, like tier upon tier of animals. Many are looking over the outlying country to select suitable sites for their future cottage homes. Many more are waiting until they can see for themselves the successful operation of the new rapid transit subways before making preparations to leave their prison-like flats.

Buy Home-Sites with Savings.

Thousands are ready to leave Manhattan flat-house districts as shown by the excited buying of home-sites in all the suburbs which are to be opened by rapid transit. Hundreds of Bronx lots have been sold at auction during the past two weeks. Thousands of lots have been sold by promoters at private sale on Long Island, in the Bronx, in Westchester, New Jersey, even on Staten Island.

Such lot buyers are of the better middle classes. They are investing their savings. The fact that they have savings shows they are a thrifty, substantial part of the population.

Those who have no savings may be forced to live in prison-like flats long after the home-site buyers of today are prospering in the suburbs, where they can have a home of their own.

Flight From Flats Begins.

That the flight from Manhattan flats has begun already in a small way is shown by the activity of builders in nearby suburbs. Their work is almost exclusively on small private dwellings. The average cost of each house is \$3,000. As has been shown, it is not only the middle class that is leaving the flats. The present rapid transit zone comprises all of the Bronx and all of Manhattan, 3 small parts of the Bronx and a smaller part of Brooklyn. It is all land of the highest economic value. Yet in 1905 it is plain that a large part of the outlying 150,000 acres will have a population as dense and a value as high as much of the valuable land which is included to-day in the 200,000-acre rapid transit zone.

These facts are being considered carefully by home-seekers who buy suburban lots. The number of buyers is growing constantly because the masses of flat dwellers who have savings are realizing that an investment in outlying land cannot be a mistake. It seems to be a question only of how far the investor's good luck may extend. Some localities increase in value more rapidly than others. While all might be expected to increase in proportion to the demand from new population, fortunes are to be made through wise or lucky land purchases in localities where the future is yet only a figment of the imagination.

At Hollis Terrace, L. I., buying is at the largest volume of the movement. Plans are being drawn for five, seven, and eight cottages, which will be built at once. During the week contracts were let for twenty-four miles of additional sidewalks and eight miles of streets. The total cost will be \$10,000. The New York & Pittsburgh Real Estate Company has 2,000 lots under development at Hollis Terrace. It is a part of the town of Hollis, which is at the centre of the new rapid transit web in Queens. The Long Island Railroad depot is opposite the property. All around it are dwellings of the highest type, schools, churches. There are all city improvements—water, gas, electric lights, police, fire department, free mail delivery, the best of roads.

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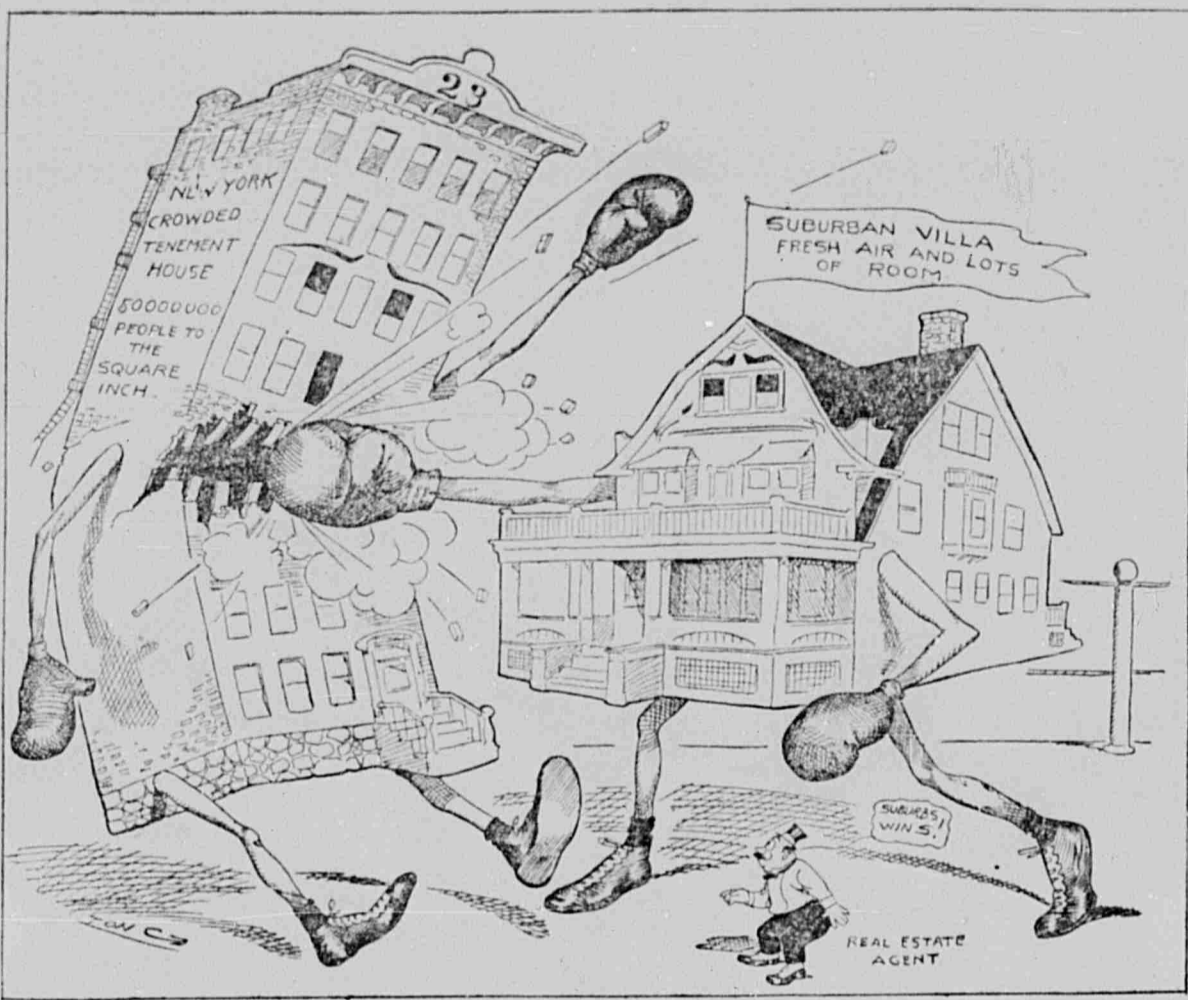
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In the zone of quick transit connection it is plain that land values in that area will be regulated by the demand of new home-seekers. If price movements of the past can tell of the future, it is reasonably sure that market values of land will rise steadily to discount the coming enhanced utility.

The speculative rise should continue until the new rapid transit subways are in operation. Such movements usually end temporarily in a wild boom. Then comes a reaction, a slow recovery, and later steady, conservative enhancement, regulated by the natural growth of population demands.

Values Grow with Population.

That land prices in all suburbs have started the discounting movement needs no proof. This is evident everywhere. Further is indicated by the fact that the rapid transit projects which are being realized until 1910, that the steady increase in population ought to do its share in supporting the movement. It is argued from the population growth during the past few years. So far as the Greater New York City population will continue to increase as fast as it has been increasing during the past decade.

By the Federal census of 1900 the population of Greater New York was 3,477,392. The Board of Health in 1905 census made the population 4,312,000. The same statistics make the population today 4,425,000.

As the new rapid transit zone takes in part of New Jersey, 160,000 more persons there are drawn into quick transit radius of Manhattan. It makes a total of 4,585,000 persons who live on the 200,000 acres to be covered by the new rapid transit projects.

23,500,000 People in 1950.

At the present rate of increase this population in the entire rapid transit zone will have increased in 1910 to 5,000,000. In 1920 it will be 5,500,000. In 1930 it will be 6,000,000. In 1940 it will be 6,500,000. In 1950 it will be 7,000,000. In 1960 it will be 7,500,000. In 1970 it will be 8,000,000. In 1980 it will be 8,500,000. In 1990 it will be 9,000,000. In 2000 it will be 9,500,000. In 2010 it will be 10,000,000. In 2020 it will be 10,500,000. In 2030 it will be 11,000,000. In 2040 it will be 11,500,000. In 2050 it will be 12,000,000. In 2060 it will be 12,500,000. In 2070 it will be 13,000,000. In 2080 it will be 13,500,000. In 2090 it will be 14,000,000. In 2100 it will be 14,500,000. In 2110 it will be 15,000,000. In 2120 it will be 15,500,000. In 2130 it will be 16,000,000. In 2140 it will be 16,500,000. In 2150 it will be 17,000,000. In 2160 it will be 17,500,000. In 2170 it will be 18,000,000. In 2180 it will be 18,500,000. In 2190 it will be 19,000,000. 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